

THE

CHINA



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O GREAT BRITAIN.
MARCH, 1866.

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OFFICIAL NOTIFICATION.

It is hereby notified that, until further orders, the *Evening Mail*, *China Mail* and *Overland China Mail* will be the official medium of all Notifications proceeding from Her Britannic Majesty's Consulate at Canton.

D. B. ROBERTSON,
Consul.British Consulate,
Canton, April 12, 1866.

Shipping Intelligence.

ARRIVALS.

Date	VESSEL, AT	FLAG & KIO	TONS	CAPTAIN	FROM	DEPART- TURS	CARGO	CONSIGNEE OR AGENT
Apr. 12, HKong.	Spectre	450	Yuccos	Manila	Apr. 8, Mail	Spanish Consul		
13. Jardine	S. str. 988	Fu-chau, &c.	Apr. 10	General	D. Lapraik			
13. F. Ross	B. str. 751	Tomin	Sundries	P. and O. S. N. Co				
13. Dumbarton	B. str. 981	show	Shanghai	G. Livingston and Co				
13. Suwonada	A.m.s. 1602	Jayne	Shanghai	Apr. 10, General	Aug. Heard and Co			
13. Japan	B. str. 849	Chatfield	Fu-chau	Apr. 11, Nil	Douglas Lapraik			
14. Garland	S. str. 550	Sohar	Hamburg	Nov. 20, General	Wm. Pusey and Co			
14. Patriot	S. str. 550	Hoek	Hamburg	Nov. 20, General	Wm. Pusey and Co			
14. Jardine, Matheson	B. str. 890	Mann	Singapore	Mar. 30	A. S. Walker and Co			
14. Alert	B. str. 185	Abbott	Yokohama	Mar. 29, General	John Ward and Co			
14. Eugene Adele	F.r.b. 653	Jerout	Sydney	Feb. 18, Coals	Aug. Heard and Co			
15. Burlington	B. str. 465	Hydes	Singapore	Mar. 13, Rice	G. Livingston and Co			
15. Ron	B. str. 785	Morrison	Newchawng	Apr. 8, Peas	J. Matheson and Co			
16. Josephina	S.p.b. 177	Rutledge	Manila	Apr. 27, Rice	Birley and Co			
16. Enterprise	S. str. 458	Sumflet	Sangkok	Apr. 17, Rice	S. Birley and Co			
16. (Kuiliusma)	B. str. 294	Caterseen	Siamien	Feb. 24, " "	G. Hubner and Co			
16. Ad. de Mackan	F.r.b. 257	Devureux	Siamien	Apr. 10, "	Wm. Pusey and Co			
16. Volunteer	B. str. 418	Whitton	Rangoon	Mar. 10, "	A. S. Walker and Co			
16. Solent	B. str. 782	Palge	Saigon	Apr. 3, "	G. Livingston and Co			
17. Ann Holberg	B. str. 241	Watshire	Rangoon	Mar. 10, "	J. Jardine and Co			
17. Charlotte	B. str. 209	Wendeman	Singapore	Mar. 10, "	J. Jardine and Co			
17. Iris	F.r.b. 209	Schultz	Bangkok	Mar. 10, "	J. Jardine and Co			
17. Robert Lowe	B. str. 1497	Frost	Singapore	Mar. 10, "	J. Jardine and Co			
17. Minerva	S. str. 263	Diaz	Singapore	Mar. 27, General	Reynolds and Co			
17. Rudolf	B. str. 210	Delrich	Bangkok	Mar. 10, "	K. Schellbach and Co			
17. Joachim	B. str. 225	Christiansen	Newchawng	Apr. 8, Beans	K. Schellbach and Co			
17. John	B. str. 225	Christiansen	Newchawng	Apr. 8, General	K. Schellbach and Co			
17. Peacock	B. str. 261	Appleton	Fu-chau, &c.	Apr. 10, General	D. Lapraik			
17. Atoff	B. str. 800	Baker	Zuhchau, &c.	Apr. 10, General	D. Lapraik			
17. Saigon	B. str. 253	Maculloch	Bombay, &c.	Apr. 10, General	P. and O. S. N. Co			
17. Niemien	B. str. 624	Bulard	Bangkok	Mar. 8, Rice	P. and O. S. N. Co			
19. Jos. Amedes	F.r.b. 146	Lehardt	Saigon	Mar. 30, "	Russell and Co			
19. Fry	No. b.k. 185	Hansen	Sydney	Feb. 3, Coals	Order			
					A. Heard and Co			

PASSENGERS.—Per *Antonio*, Mr. Neist.—Per *Dumbarton*, Messrs. Hudson, Linton, and 4 second class.—Per *Suwonada*, Capt. and Mrs. Johnston, Mr. and Mrs. Hammond, and child, Messrs. Brouncker, Haraden, Archer, Coddingle, Dryer and Grinker.—Per *Garland*, Miss Radine.—Per *Eugene Adele*, Mr. and Mrs. Hawkins, and Mr. Turner.—Per *Enterprise*, Mr. Lambert.—Per *Robert Lowe*, Mr. Thesis and Jones.—Per *Peacock*, Captains Sullivan and Williams.—Per *Rangoon*, for Hongkong, Admiral Kera, Captain Chapman, Mr. Cooper, Mr. and Mrs. Hawke, Mr. and Mrs. Lockwood, and 3 children; Mr. and Mrs. Dinsdale, Mr. and Mrs. Lay, Mr. and Mrs. Head, Mr. Wesley, A. Chari, J. M. Vickery, G. F. Preston Wild, Christie, J. Lamham, J. L. Siva, N. M. McFerzer, Mr. and Mrs. Graham, F. C. Soorte.—For Shanghai.—Mr. and Mrs. Golding, Mr. and Mrs. Marshall, Messrs. C. L. Bryant, C. Overbeck, Mills, Elias, R. Barkill.—Per *A-tof*, Messrs. Fundle, Webber, and 50 Chinese.

DEPARTURES.						
Date	VESSEL, FROM	FLAG & KIO	TONS	CAPTAIN	DESTINATION	CARGO
Apr. 12, HKong.	S. str. 359	Simpson	Newchawng	Sundries	Smith Kennedy and Co.	
14. Golden Piece	B. str. 209	Jeffrey	Sual	"	Douglas Lapraik	
14. Don Ricardo	Po. b.k. 226	Grill	Sual	"	Siemens and Co.	
14. Concordia	S. str. 498	Ortuna	Manila	"	Byrne and Co.	
14. Eliza	S. str. 866	Ahmann	Swatow	"	Russell and Co.	
14. Nicoline	P. str. 284	Ehlers	Tientsin	"	Siemens and Co.	
14. Adelheid	P. str. 234	Brown	Anoy	"	Adam Scott and Co.	
14. Prince Kung	B. str. 1200	Blake	Bombay, &c.	"	P. and O. S. N. Co.	
15. Behar	B. str. 1200	Blake	Sundries	"	P. and O. S. N. Co.	
15. Behar	B. str. 1200	Blake	Sundries	"	P. and O. S. N. Co.	
15. Discourse	B. str. 313	Wagner	Saigon	"	P. and O. S. N. Co.	
15. George	B. str. 118	Ascher	Tientsin	"	P. and O. S. N. Co.	
17. Joshua Bates	B. str. 650	Cutter	Melbourne	"	P. and O. S. N. Co.	
17. Iris	D. b.k. 226	Rushart	Tientsin	"	P. and O. S. N. Co.	
17. Paul Riquet	F.r.b. 430	Gronvold	Saigon	"	P. and O. S. N. Co.	
17. Porpoise	B. str. 800	Connin	Sundries	"	P. and O. S. N. Co.	
17. Porpoise	B. str. 800	Connin	Sundries	"	P. and O. S. N. Co.	
17. Suwonada	B. str. 182	Jayne	Shanghai	"	P. and O. S. N. Co.	
18. Clan Alpine	B. str. 999	Hutchinson	Saporo, &c.	"	Augustinus Board and Co.	
18. Lightning	B. str. 316	Rodger	Saporo, &c.	"	Jar, Matheson and Co.	
18. B. and Agnes	D. b.k. 459	Ordeman	Batavia	"	G. Livingston and Co.	
18. Maria Luisa	B. str. 361	Ansotarga	Manila	"	Ihabmand and Co.	
18. Amur	B. str. 360	Sendixen	Saigon	"	Reynolds and Co.	
18. Ibo	B. str. 222	Bannow	Saigon	"	D. Lapraik	
18. Dwina	R. b.k. 257	Ritter	Nagasaki	"	Siemens and Co.	

PASSENGERS.—For *Bakar*, for Southampton—Miss Edwards, Mr. and Mrs. Robinson, Mr. and Mrs. Tyre, Mr. and Mrs. Padden, Miss Brown, Messrs. Bartram, McGregor, Spain, Brown, T. Pitcher, and Morton. For *Marseille*—Mr. and Mrs. Alexander, Messrs. R. E. Part, Talor, G. H. Pearce, Richards, Hudson and Miller. For *Suez*—Messrs. Henderson, R. Miller, E. Hubener, Grubbe, and G. Rieper. For *Bombay*—Messrs. Sapoorjee, J. M. Magis, and R. S. Mogra. For *Singapore*—Major Costa, and Dr. de Lavora.

THE CHINA MAIL.
PUBLISHED WEEKLY.

HONGKONG, THURSDAY, 19TH APRIL, 1866.

ECHOES OF THE WEEK.

News from the North—Telegrams via Kalgan and Kiaochia—Newchawng—Foothow and the tea clippers—Colonial finances—Confiscation of the PRINCE ALBERT—Piracy again—Amateur theatricals—The Weather.

There has been nothing of importance lately from the North, with the exception of a report that a scheme of telegraphic communication with Europe via the Russian settlements is on foot; a Chinaman has contracted with an European agent—Mr Grant, for the conveyance of telegrams between Tientsin and Kalgan, and from the latter place, it is proposed to establish a system of couriers to Kiaochia. The contract time for the dispatch of telegrams between Tientsin and Kalgan is forty-eight hours, a penalty being imposed in each case of delay.

From the number of vessels reported in the harbor of Newchawng, a brisk trade seems to be anticipated, after the ice bound winter months of inaction at that port. The tea season at Foothow is about to commence; the Robert Lowe has arrived from Singapore, and the Fiery Cross is hourly expected from Rangoon en route for Foothow and the Taitting, Ariel, Far East and other tea clippers are on the berth.

As regards local news, the principal topic of discussion in the Legislative Council, appears to be "ways and means," and the "last straw" which is to break the camel's back, according to our contemporary, is the "Military Contribution," which seems as great a bugbear here, as "Irish members" are in the House of Commons at home. On comparing notes, it really appears that although, to follow out comparisons, Mr. Gladstone can afford to chuck over his estimated three millions of surplus, we are obliged to ponder over the heavy deficit which appears on the balance sheet of the Colonial Treasury!

Things have been going on altogether wrong; incidental revenue has apparently been calculated as permanent, and the proceeds of government land sales which have heretofore formed the principal revenue, now that nearly all the crown lands are sold, can no longer keep "the mill going," and this being a free port and principally only a depot for goods of all kinds, the elasticity of the Customs revenue at home, can find no parallel here, either now or in any future years.

We hope great things for the mint, when in full working order; and the success of the undertaking, in a commercial point of view will be soon apparent. This may stop the gap and make the colony solvent again; in the mean time economy, and retrenchment is absolutely necessary, and some steps should be taken to send a petition to the Secretary of State for the Colonies endorsed by the whole colony, protesting against the levying of the obnoxious contribution to the army estimates; at any rate until the mint begins to "make money" in two senses of the word. This petition should be laid before the House of Commons, and the "sense of the House" be taken on the subject; common sense must win the day, and demonstrate the injustice and oppression attached to this compulsory payment of £20,000 per annum.

The Prince Albert, the steamer which was seized some short time ago, by a Chinese customs cruiser, as being in a non-treaty port, has been adjudged confiscated by a mixed Court at Canton composed of H. B. M. Consul and some officials of the Chinese and foreign Customs. Although a hard case for Mr. Quok Acheong the owner of the vessel, there can be no complaint made of the fairness of the decision as regards the unbiased views of the members of the Court. The decision come to in this case will probably lead to some steps being taken towards moving for the opening of the port of Kiung-chow, which by the treaty of Tientsin is one of the ports which the Chinese Government are bound to open; heretofore the trading of foreign vessels at the small ports on the west Coast has been tacitly allowed by the Chinese authorities, and this seizure of the Prince Albert though undoubtedly a legal as well as very knowing and profitable act seems to be somewhat "smart" on their part.

The clan Piratical seem to have again commissioned their fleet, for we see by an account in the *Porvenir Filipino*, that a schooner has been attacked; further particulars are given in our other columns.

The British barque *Cesar*, which arrived yesterday was also attacked by piratical junks, off the Assoe Ears, but as she offered a vigorous resistance, and made pretty good practice with her six-pounders the junks, which had run alongside, thought that if they fought and ran away, they would live to fight another day, so "made tracks" accordingly. No casualties among the crew, have as yet been reported. We understand that His Excellency the Governor is collecting statistics of all cases of piracy which have taken place in the vicinity of Hongkong, and of all such

be devised which in practice would overcome such difficulties and dangers; and at the same time render all emigration voluntary in fact, and free in result.

Let us assume that a large and wealthy Company of rich planters residing in one of the above named places (such for instance as the Compania Marítima de Peru) to be desirous of obtaining Chinese labourers. The directors of this company are amongst the wealthiest in Lima, and could well afford to enter into the arrangements we propose. Supposing them to require say five hundred coolies for a vessel lying at Macao. Why should not the Government of that place compel the agents of such a company to enter into heavy bonds for the return of the coolies shipped within a specified time, the most perfect proof being required of any circumstances alleged to have happened to prevent this return taking place? The Government on the other hand obliging the agent to pay over annually a certain sum (to be deducted from the wages of the coolies) for the support of the relations left behind.

It is not to be supposed that such a plan could be brought into operation without the most perfect guarantee of both the government and the agent being entirely uninterested in a pecuniary point of view. Such a plan would moreover be a heavy tax on the company, but when we revert to the prices paid in Lima for the engagements of these same coolies which shew at the present time a profit of from 200 to 400 dollars a head such a consideration is seen to be of small importance.

Other little difficulties would of course arise but they also sink into insignificance before the advantages the adoption of such a system would ensure. Under it a Chinese labourer would feel himself secure of good treatment, personally—would be satisfied by the government guarantees that his poor parents or family would be provided for—would feel that he could be helped to return to his native land at the end of his engagement or that if he wished he might remain to accumulate his savings. Under such a system all emigrants should be required to come forward voluntarily. The employment of the "crimp" would be discontinued, for after a very short trial of the new system we venture to think he would no longer be required. The agents would find instead of the seedy half starved specimens of humanity who now reach the barracoons that they would have flocking to them fine, healthy young men—Sickness on board ship would diminish, and instances of mutiny and its frightful atrocities would we hope and believe become rare indeed.

Not a single ship should be allowed to leave China with bonded emigrants, but under such conditions as we have advanced. The whole question however turns on the implicit good faith of the agents employed. This can only be secured by government officials being appointed whose emoluments should be derived from official sources, and not from the "head money" dependent on the number of coolies shipped. So long as nondescript individuals with no other guarantee for their honesty than their self interest, are allowed to act as agents on such matters in any part of the world so long will abuses continue, resulting in the inevitable embezzles which have contributed so melancholy a page to the history of Asiatic Emigration.

In the table of vessels attacked by pirates in these seas since the 15th January, which we published a short time since, we omitted to insert the name of the Brigantine-schooner *San Fernando*. A long account of an attack made on her by a heavily armed junk on the 24th March, appears in the *Portuguese Filipino* of the 1st inst. The Pirates boarded her but were eventually repulsed with loss.

In addition to this vessel the name of another British ship is added to the list since the date of last publication. The British barque *Cesar* was chased by pirates off the "Ases Ears," as the *Cesar* shewed fight however they gave over the pursuit, and the vessel reached Hongkong in safety.

The table in question which we repeat hereunder with the additions shews an average of six vessels per month or seventy two vessels per annum attacked by pirates, and our list is necessarily imperfect. No doubt the stringent measures which it is believed the new Governor will put in force will diminish this heavy number, but we fear that something more is wanting than the individual action of any official, however determined we may be to do all that lies in his power to check such proceedings.

Congresses and Commissions are the fashion now; so why not summon a "pirate" congress? We have an international Cholera congress—a cattle plague congress, and a great many other "congresses" which certainly do not effect much though they satisfy one's desire to know that matters are being talked over, and the statistics of various evils tabulated. A "pirate" congress might really have some practical effect, if the members composing it were to be properly backed up by the physical force of the nations they represented. But it would be necessary that no half measures be proposed,

Once let the Chinese pirates understand that all western nations were united in their endeavours to suppress the rascals who now infest the China seas, and they would probably migrate to a safer neighbourhood than that of their usual cruising ground. By way of insuring promptness and vigour we

would recommend that naval officers of each nation interested be sent as representatives—those countries who do not possess a navy paying a share of the expenses incurred by those to whom the men of war employed belong.

The following is a list of the Piracies reported in the columns of the *Hongkong Press* between the undermentioned dates:

RETURN OF PIRACIES.

From 15th January to 19th April 1866.

DATE.	SHIP'S NAMES.	NAME WHERE ATTACKED.	REMARKS.
16 January,	Jeanne and Joseph,	Tamtoo,	2 of crew murdered, 1 wounded vessel looted. Pirates repulsed.
20	Alberts Jures,	Pooty,	2 men missing.
"	Alma,	Stone Cutter Island,	Pirates repulsed.
2 Feb'y,	Messrs Lane, Crawford & Co.'s Water boat,	Off the Mint,	Vessel captured, crew escaped.
5	"	Lantao,	3 men wounded, one man missing. Cargo untouched.
11	Chin Chin, Hamb. Sch.	Ly ee-moon passage.	Reported by a pilot as seen engaged with pirates; result unknown.
11	Johanna, Sarah Maria, and Resolute.	Off S. E. Lema Islands.	Money and Opium carried off. Captain of one junk killed.
1 March,	2 Chinese junks crusing to pick up engts.	Lantao,	Vessel plundered, no lives lost.
7	Danwickie, Dan. brig.	Achow point,	Vessel boarded, 1 of crew killed.
10	Conqueror, British ship,	Ladone Islands,	5 wounded, 6 pirates killed. Boarded by pirates who were eventually repulsed with some difficulty.
24	San Fernando,	Off Pooty,	Captain and two of the crew missing, vessel plundered.
25	Mary Jane, British brig.	Lema Channel,	Pirates retreated when fired upon.
17	Cosar, British Bark,	Ases Ears,	

We have reason to believe that other cases have occurred of which no reports have reached Hongkong.

FROM THE LONDON AND CHINA EXPRESS.

PARLIAMENTARY PAPERS RELATING TO THE MORTALITY OF TROOPS AT HONGKONG.

The correspondence and returns on this subject moved for in the House of Commons by Colonel North, have been printed in a parliamentary blue-book. With the view of accounting for the entire absence of suitable accommodation for the troops on their arrival, it has been repeatedly stated by officers of the garrison at Hongkong that they came unexpended. The utter futility of this excuse is proved by the very first letter of the series, in which Major General Guy, writing from Hongkong in November, 1864, alludes to the reinforcements then on the way in the *Tamar*, and states that he expects her arrival about February, the very month in which she did arrive. Having landed the troops, the steamer *Tamar* was despatched to the Cap. of the 2d battalion of the 11th Regiment, and Major General Guy must have known that in the ordinary course of events she would return about the end of May or early in June. And yet at the time of her arrival, not only Major-General Guy, but the principal medical officer and two staff surgeons were taking their ease in Japan! No preparation whatever had been made for the troops, and they were landed at Kowloong during the worst period of a sickly season, in the worst part of an unhealthy settlement, and provided with the worst possible accommodation. No great amount of penetration is needed to right the conduct of the frightful mortality which followed. During the absence from his post of Dr. Dixie, the principal medical officer, his work was done and his responsibilities borne by Mr. George Saunders, surgeon of the 9th regiment; and this gentleman in his letters briefly attributes the excessive sickness to four causes:—First, to the occupation of the healthy peninsula of Kowloong; secondly, to insufficient barrack and hospital accommodation; thirdly, to the want of night duty exacted from the men; and fourthly, to intemperance and want of indoor employment.

All medical authorities who have had experience in Hongkong and Kowloong agree that the soil, composed as it is chiefly of disintegrated granite, emits most unwholesome exhalations when freshly turned over or disturbed; and that not only foreigners but natives constantly suffer from fevers and cholera when exposed to them. The huts at Kowloon were, it seems, in close proximity to a new road which was being excavated, and their inmates of course felt the full effects of these deadly misfortunes. As regards the barracks and hospital accommodation, Mr. Saunders in one case pointed out to the Commandant that 375 men were crowded together in a building which gave each man 272 cubic feet less space than the minimum required by the regulations, that cholera was already prevalent, and unless this were at once remedied an enormous mortality must ensue, the result of this representation being that seventy more men were put into the building! Mr. Saunders insisted that the men should be allowed six nights a week in bed, instead of only three or four—but the destroying drift was remorselessly enforced, while the question was "left for the consideration of the Adjutant-General." Dr. Dixie had doubts as to its safety in the work of death; but it can well be seen that the men, harassed by excessive night-duty and forced to work during the day, and infested by disease, took to drink in a means of all visiting their misery?—Finally, it seems doubtful whether the whole force—men, women, and children—won't have been annihilated altogether without the care and exertion of Mr. Saunders. Uninformed as this sickening tale of horror is, the credit of the service demands a thorough investigation into all its terrible details; and we observe with satisfaction that Colonel North has announced his intention of moving for a committee of inquiry into the subject. Perhaps this may be right, which is at present wanting; to the question appointed a lady in the Director General of the Medical Department—Why were the principal in discussions and two staff surgeons all in Japan at one time, when their presence was so urgently needed in Hongkong?

Much interest and curiosity has long been felt with respect to the regulations in force at Macao concerning the Coolie Trade centred at that port, and we rejoice in having been favoured with a translation of the entire body of Decrees and Orders upon that subject, which our readers will be able to compare with the tenor of the Convention recently concluded at Peking for the conduct of Emigration by British and French subjects, which we have also published in extenso. It will be seen that the Macao regulations are equally voluminous and minute; and the only wonder is that with so many

the Government a copy of regulations established in their depots.

13. Contracts entered into between Chinese emigrating to foreign countries and embarking at the Port of Macao and Emigration Agents, shall be registered before the Procurador in the same manner as is provided in respect to all contracts between Chinese, or Chinese and Christians. This registration shall be made in the presence of the parties interested and before two witnesses.

SECTION 1.—Contracts must be drawn up in Chinese, and in the language of the country to which the colonist are destined.

SECTION 2.—The Contract must specify the name, sex, age and native place of the Colonist.

SECTION 3.—No Colonist will be permitted to engage himself unless he has reached the age of eighteen, or is accompanied by his father or mother.

SECTION 4.—The contract shall set forth the period for which the engagement is to last, as also the amount of wages, food, and clothing that the Colonist is to receive.

14. The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon. In case he shall meet with any individual who has been the subject of violence or fraud, he shall cause him at once to leave the depot and shall proceed against the Broker who has imposed upon him.

15. A visit of the kind treated of in the preceding article shall always take place on the evening previous to embarkation, which shall not be accomplished without such visit, for which purpose the Agents shall give timely notice to the Procurador.

16. Chinese who have entered into contracts before the Procurador, having been fully informed of the place and service for which they are engaged, shall be under obligation to fulfil the same, or to compensate the Emigration Agents for the expenses to which they have been put, which they will be required to repay in case they repeat their engagement or for any other cause whatever wish not to proceed to their destination. The cost of their maintenance shall be repaid by them at the rate of 100 cash per diem.

17. The provisions of the foregoing article shall not empower the Emigration Agent to keep the Colonists imprisoned in the depots; they will be authorized in taking measures to obtain the deposit of caution-money, or other guarantees that may appear suitable for securing the expenses they incur, but never in detaining the persons of individuals.

18. Emigration Agents shall be liable to a fine of from \$50 to \$300 for infringement of any of the preceding rules in so far as they are referred to therein.

CONCERNING THE VESSELS ON WHICH COLONISTS ARE SHIPPED.

19. No vessel shall leave Macao with Chinese Colonists unless she has first been inspected by the Captain of the Port.

20. The Captain of the Port shall ascertain whether the vessel is sea worthy, and carries the requisite crew and equipment, and is sufficiently ventilated for the accommodation of passengers.

21. Every vessel leaving the Port of Macao with more than 20 Chinese passengers shall be subject to the provisions of the preceding articles.

22. No Chinese shall be received (on board) unless he presents a passport, or in default thereof the contract signed by the Procurador as provided in article XIII.

23. No merchant vessel leaving the Port of Macao with Chinese Colonists shall carry more than one passenger for every ton and a half, Portuguese measurement, including the crew of the vessel.

24. The Captain of the Port shall ascertain before the embarkation of the passengers that the vessel is supplied with water and provisions sufficient for the voyage, in conformity with Schedule A annexed to this enactment. The length of voyage shall be computed according to Schedule B.

25. No vessel shall proceed to sea with more than 20 passengers without carrying a doctor and a medicine-chest properly supplied.

26. The Captain of the vessel shall not be allowed to disembark the passengers at the port for which the Colonists are under engagement to proceed for service, except in the cases specified in the Commercial Code.

27. The Captain of the Port will make inquiry, after the embarkation of the Colonists, whether any Chinese are on board against their will or subject to deception, and in case of meeting with such he will have them disembarked, reporting to the Government the circumstances of the case for further action as may seem fit. He will also ascertain whether any on board are unprovided with proper contracts signed by the Procurador, and in such case will cause them to be relanded.

28. No vessel shall leave the Port of Macao with Chinese Colonists without having obtained from the Captain of the Port a certificate drawn up according to Form C.

29. Any vessel infringing the provisions of this enactment shall be subject to a fine of from \$200 to \$1,000 according to the circumstances of the case.

30. Consignees of vessels transporting Chinese Colonists from the Port of Macao shall give bonds in the sum of \$1,000, to be annulled on presentation of a legal certificate of the arrival of the vessel at her destination, and of her having complied with the provisions of this Decree. This certificate must be presented within 18 months of the date of sailing, under penalty of an offence punishable under Article 330 of the Criminal Code.

31. All regulations contrary to this Decree are revoked. The department to which it pertains to take cognizance hereof and to carry its provisions into effect shall make themselves acquainted with and accomplish the same.

32. The Emigration Agents, or the persons superintending the embarkation of the Colonists shall notify the Government respecting the locality in which they propose to deposit them, their number, the vessel or vessels in which they are to embark, the contracts made with them, and the place of their destination.

33. A place shall be kept apart in the depots for Colonists, in which the sick shall be cared for.

34. The Surgeon Major of the Province, or the medical practitioner appointed by the agents to take care of the Colonists in their depots and to inspect them, shall be bound to report to the Surgeon Major of the Province the method in which they discharge this service, as well as any circumstance which might endanger the public health, or that of the Colonists, and they shall further comply with all instructions they may receive from the Surgeon Major.

35. The Emigration Agents shall send to

MACAO, GOVERNMENT SECRETARIAT,
June 5th 1866.

Schedule B.

Length of Voyage for which Provisions are to be calculated for sailing vessels conveying Chinese Colonists.

(This is the same as in the British "Chinese Passengers Act" of 1855.)

Schedule C.

CAPTAINCY OF THE PORT OF MACAO.

Captain of the Port of Macao hereby certify that the vessel (description, nationality, and name), Captain _____ tons burthen, clear from the Port of Macao for _____, carrying _____ Chinese Passengers, viz.:—Males, _____ Females, _____ Children, engaged to serve as Colonists, and that all are aware of the place of their destination, and go of their own accord.

SECTION 1.—No Colonist will be permitted to engage himself unless he has reached the age of eighteen, or is accompanied by his father or mother.

SECTION 2.—The Contract must specify the name, sex, age and native place of the Colonist.

SECTION 3.—No Colonist will be permitted to engage himself unless he has ascertained by his age, or accompanied by his father or mother.

SECTION 4.—The contract shall set forth the period for which the engagement is to last, as also the amount of wages, food, and clothing that the Colonist is to receive.

SECTION 5.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

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SECTION 8.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

SECTION 9.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

SECTION 10.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

SECTION 11.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

SECTION 12.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

SECTION 13.—The Procurador shall, on the occasion of his visits to the depots of Colonists, ascertain with scrupulous care whether any of them are thence against their will or under deception with respect to the destination of the vessel they are to embark upon.

SECTION 14.—The Procurador shall, on the occasion of his visits to

or to require them to pay for
enance, clothing, travelling, ex-
any other outlay prior to their
contract.

The colonist presents himself on
of the six days specified in arti-
states that he decidedly wishes
himself, the contract shall again
explained to him, and he shall
as well as the Superintendent
Procudor, with two witnesses.
the contract being signed, there
to the Colonists the greatest
endeavor to them by the agent, and
be sent on board the vessel that
them to their destination.

In the Emigration establishment
there shall not be allowed a greater num-
ber of employed than shall be consid-
erately indispensable for the service and
maintenance of order in the establishment,
and the Colonist must be noted in
it, and delivered to him in pre-
Superintendent.

Chinese below the age of 25
owed to sign the contract unless
the consent of his parents
still living.

After having signed the contract,
it is bound to fulfil the same, or
change of mind, to repay the ex-
pense incurred by the agent, in
with Article 16 of the Regula-
5th June 1856.

The advance paid to the Colonist
given him shall be considered
as lawful expenses he shall be called
to pay if he refuses to sail after
contract.

The contracts which emigration
previously laid before the Super-
Emigration, who will examine
them and give them to the agent
admitting no conditions that
detract from the Colonists.

IX.—The contracts shall not be for
period of eight years.

X.—Colonists shall not be allowed
to receive the benefit of the legislation
for which they are engaged.

XI.—On the expiry of the period
of the contracts, Colonists shall be free to dis-
claim their services, no debt they
contracted being allowed to servo
for prolonging the time of their
debt. Such debts must be recover-
able by the agent.

XII.—Conflicts shall be written in
the language of the Country
the Colonists are emigrating.

XIII.—Foreigners engaging Col-
onists themselves to afford them
means for communicating with their
China, and for remitting to
monies as they may wish and be
done.

Certain days shall be appointed by
intendente, in concert with the
agent, for the appearance of intend-
ents at the latter's office, as also
nature of the contracts.

Chinese wishing to emigrate shall
themselves at the Procudor's office
registered, both by the Procudor
Superintendence of emigration,
note in their respective books the
which the Colonist is going until he
contract, and, in case he returns to
come, the name of the Agent with
proposes engaging himself. In
arising, the Colonists must go un-
der the employes of the depots
broken.

There shall be affixed in the de-
parture parts of the interior, and
the Colonists in order to prevent
regulations of the establishmen-
Chinese and Portuguese.

The internal regulations of the
shall be submitted to the approval
of the Government.

The depots shall be open from 8 A.M.
in order that all the relatives
of the Colonists who choose to
may enter.

The Superintendent of Emigration
from the depots and vessels of
the Colonists in order to prevent
embarking unless they have signed
contract, as provided in Article 9.

It shall be the duty of the Super-
to watch over the execution of
actions and to obviate any abuses
that occur, and in any case of in-
it shall proceed against the Pro-
accusing him before the Pro-
of the delinquent is a Chinese, and
the Deputy Procudor of the
Revenue whenever the individ-
will be dealt with by judicial power,
that the functionary in question
proceedings in conformity with

All provisions of the Regulation
1856, which are not affected by
Order shall remain in force.

1.—The prohibition against the
vessels with Colonists in the con-
cession remains also in force, as well
other provisions of the Orders of
1 and August 4, 1857.

No. 2.—It remains prohibited for
to go to any part of the Chinese
in order to engage Emigrants, as
for Portuguese vessels to transport
Macao, or from one part of China
to another.

Persons contravening the provi-
this Order shall be liable to the
articles 328 et seq. of the Portu-
Code. The authorities to whom
shall attend to the fulfilment of the
JOSE RODRIGUES C. DO AMARAL,

Governor.

MACAO, November 25th, 1863.

No. 3.

Resolved by the Governor of Macao :
Whereas it is enacted by Order of this
Government that in the despatch of Chinese
Colonists from Macao vessels be required to
have the capacity of two tons for every
passenger, which measure has been adopted
in order to assimilate the legislation on this
subject to that instituted by the Spanish
Government relatively to emigration into the Island of Cuba, after hearing the Council
of Government I have seen fit to declare
that this provision shall henceforward be
understood to apply to vessels carrying colonists to the Island of Cuba, the
Regulation of June 5th, 1856 which
prescribes the capacity of one ton and a
half for each passenger remaining in force
with respect to all other Ports. The autho-
rities to whom appertain, etc., etc.

ISIDORO FRANCISCO GUIMARAES,
MACAO, October 12th, 1860.

No. 33.

Resolved by the Governor of Macao :
Whereas it is enacted by Order of this
Government that in the despatch of Chinese
Colonists from Macao vessels be required to
have the capacity of two tons for every
passenger, which measure has been adopted
in order to assimilate the legislation on this
subject to that instituted by the Spanish
Government relatively to emigration into the Island of Cuba, after hearing the Council
of Government I have seen fit to declare
that this provision shall henceforward be
understood to apply to vessels carrying colonists to the Island of Cuba, the
Regulation of June 5th, 1856 which
prescribes the capacity of one ton and a
half for each passenger remaining in force
with respect to all other Ports. The autho-
rities to whom appertain, etc., etc.

ISIDORO FRANCISCO GUIMARAES,
MACAO, September 5th, 1861.

No. 38.

Resolved by the Governor of Macao :
Chinese Emigration from the Port of
Macao having been regulated by the Dec-
rees of this Government of June 5th 1856,
March 31st and August 4th 1857, and April
30th and October 12th 1860 :

No clause being found in these Decrees
which restricts the application of its provi-
sions to emigration to certain specified
countries; whence it should be understood
that they are all applicable to emigration
in general :

And whereas it is certain, nevertheless,
that emigration to Hawaii and Peru alone
has been subjected to the regulations
adopted, and that all other has been carried
on without any control (fiscalization) on the
part of the Government :

And whereas it has become indispensable
to obviate the abuses which may result
herefrom: I see fit to determine as follows:

Art. 1. The co-operation of the Decrees
above recapitulated is enjoined with respect
to the Chinese Emigration from Macao for all
Countries without distinction.

Art. 2. The Superintendent of Emigra-
tion, the Procurador of the Loyal Senate,
and the Captain of the Port, will take es-
pecial care, each in their own department,
for the exact fulfilment of this Resolution.

Other authorities and persons to whom ap-
pertain, &c., &c., etc.

JOSE RODRIGUES C. DO AMARAL,

Governor.

MACAO, November 25th, 1863.

No. 19.

Resolved by the Governor of Macao :
Whereas it is determined by Decree of
this Government, No. 100 of the 13th Octo-
ber 1860, that no vessel shall be allowed
to carry a greater number of Chinese emi-
grants in proportion to her tonnage than
at the rate of two tons for each person :

And whereas it has subsequently been
declared by Decree No. 35 of the 5th Sep-
tember 1861, that this provision shall be under-
stood solely with reference to vessels
carrying emigrants to the Island of Cuba,
the rule laid down in Decree No. 39 of June
5th 1856, fixing the number of passengers,
inclusive of the Crew, at one for every one
and a half ton, remaining in force with respect
to vessels sailing for other ports: And
this distinction, based on the difference in
voyages, appearing inexpedient, inasmuch
as voyages to countries where Chinese emi-
grants usually proceed are in all cases of
long duration :

And whereas it is less reason exists
for fixing the number of passengers that a
vessel can carry in accordance with her ton-
nage or total capacity, since it is upon the
amount of accommodation she possesses and
her condition in respect to health that the
number must essentially depend.

And whereas it is expedient to require
implicit observance of Article 23 of the said
Decree of June 5th 1856, in which it is
prescribed that there shall be a doctor and a
Medicine chest on board every vessel car-
rying more than 20 passengers; thus put-
ting a stop to the abuse of substitution
Chinese empirics for duly qualified prac-
titioners :

For all these reasons, I have seen fit to
determine as follows:-

ARTICLE 1. The greatest number of emi-
grants that a vessel may carry shall be reg-
ulated by the capacity of the accommoda-
tion destined for their use, and by the pro-
vision existing for the admission of light
and of Ventilation. In the most favourable
case, that is, if the part of the vessel occi-
pied by the emigrants receives air and light
through sufficient apertures in the ship's
side, and if, in addition thereto, air-funnels

are used, the number shall be fixed by the
condition that there shall be a space of two
cubic metres (about 55 cubic feet) for each
individual. If no side-apertures exist, but
air-funnels are used, two and half cubic
metres shall be allowed. In the absence of
air-funnels the vessel shall not be allowed
to carry a greater number of emigrants in
proportion to her accommodation than at the
rate of three cubic metres for each person.

ARTICLE 2. Rigorous observance is en-
joined of the provision contained in Article
25th of the Decree of June 5th 1856, to
the effect that no vessel shall carry more
than twenty Emigrants unless she has on
board a medical practitioner and a medi-
cine chest.

ARTICLE 3. The provisions of this Decree
shall take effect from the 1st January,
1865.

The authorities to whom, &c., &c., &c.

JOSE RODRIGUES C. DO AMARAL,
Governor of Macao.

MACAO, 13th August, 1864.

INTIMATIONS.

"CHINA MAIL" OFFICE.
PUBLISHED at this Office, No. 2 WYNDHAM
STREET, (BACK OF THE CLUB).—

1. THE EVENING MAIL.

EVERY DAY.

TERMS OF ADVERTISING.—First insertion, Ten lines
and under \$1; each additional line, 40 cents.
Subsequent insertions, per Week, 50 cents and
5 cents. ("Auction" Notices are excepted
for which only one charge per week is made.)

2. THE CHINA MAIL.

ONCE-A-WEEK.

(ON THURSDAY NIGHT.)

PRICE.—\$1 per Annus. Single Copies, 4 cents.
ADVERTISING.—First insertion, Five lines, \$1; each
additional line, 20 cents. Subsequent inser-
tions, 50 cents and 10 cents.

3. THE OVERLAND MAIL.

ONCE-A-FORTNIGHT.

(THE MORNING OF THE MAIL'S DESPATCH.)

PRICE.—To Subscribers to the Weekly issue, \$8;
to Non-subscribers \$12. Single Copies, 50 cents.

ADVERTISING.—The same as in the Weekly. All
"NOTICES OF FIRMS" appearing in the Weekly
will be inserted in the Overland, and charged
for, on the same terms.

Fancy Advertisements inserted if required at
slightly increased charges.

A. SHORTREDE & CO.

Hongkong, 1st February, 1863.

NOTICE.

MESSRS A. SHORTREDE & CO. would draw the
attention of parties advertising to the facilities
offered by the alterations lately made in the manage-
ment of the Firm for repetitions in Chinese of Notices
respecting Shipping and Mercantile affairs generally.

These advertisements will at first be inserted in the
Supplemental Sheet, and should a sufficient number
be sent will be published on a separate slip.

TERMS FOR ADVERTISING.

For the Current Week.

1/- translated by Messrs SHORTREDE & CO. \$1 for
the first fifty characters, beyond that number one cent
per character.

If sent in already translated into Chinese 50 cents
for the first fifty characters, beyond that number one
cent per character.

1/- Repeated half-price.

1/- Copperplate Bill Heads and Visiting Cards
promptly and neatly executed.

Paper and Envelopes embossed with Crests,
Initials, &c.

A. SHORTREDE & CO.

"China Mail" Office,
1st February, 1863.

NOW READY.

EXCHANGE TABLE, showing the value of
One Pound sterling in New York, at the
different Rates of Sterling Exchange on London, by
1/-8th from 12 to 102 per cent. Computed by Mr
JOHN V. YATMAN, New York.

PRICE ONE DOLLAR.

"China Mail" Office,
1st February, 1864.

PARQUEBOTS POSTE-FRANCAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, POINT DE
GALLE, ADEN, SUEZ, ALEXANDRIA,
MESSINA MARSEILLE.

ALSO

BOMBAY, PONDICHERY, MADRAS
CALCUTTA.

ON WEDNESDAY, the 25th April, at 1 P.M., the
Company's Steamship "IMPERIAL",
Commandant, MACAIRE, H.M.M.N., with H.B.M.S.,
Mail, Passengers, Specie, and Cargo, will be
leaving this Port for the above places corresponding.

AT GALLE, with one of "British India Steam
Navigation" Company's Steamers for Bombay.

AT ADEN, with the Company's Mail Steamers for
Marsa and Mauritius.

At Marseilles, with the Company's Mail Steamer for
Marsa and Mauritius, and accepted in transit through
Marsa for the principal places of Europe.

The Company has authority to grant Insurance
on all Cargo conveyed by its Vessels, at a premium
of 1/4 per cent upon Merchandise, and 1 per cent
on Passage, from Hongkong to Lyons, Paris, London,
and Holland, and proportionally for places afloat
of Suez.

Cargo will be received on board until 4 o'clock of
the 24th April, Specie and Parcels until 5 o'clock
of the 24th.

A Written Declaration of the Contents and Value
of the Packages destined beyond Suez is required by
the Egyptian Government, and must be furnished by
the Shippers to the Agents with the Bills of Lading,
and the Company will not be responsible for any
consequence or prejudice which may ensue from an
incorrect declaration.

For particulars respecting Freight and Passage
apply at the Company's Office, Queen's Road.

A. CONIL.
Agent.

Hongkong, April 3, 1866.

NOTICE.

THE following are still unclaimed and are
lying in the "Messageries Imperiales" Pat-
ent Room, at the risk and expense of the Consignees,
who are requested to take immediate delivery.—

MISCELLANEOUS.

TEETH WITHOUT PAIN.

OSTEO ELDON.

PATENT, 1ST MARCH, 1862.

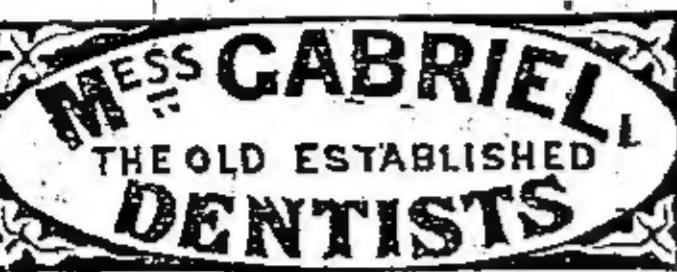
MESSRS GABRIEL'S

INVENTION FOR SUPPLYING

ARTIFICIAL MINERAL TEETH, WITH

SOFT FLEXIBLE GUMS.

Entirely dispensed with the use of Springs, Wires, or Metal Fastenings, and especially adapted for those of long residence in Warm Climates.



(Diploma 1815).

27, Harley Street, Cavendish Square, and 4 doors from the Railway Bridge, Ludgate Hill, London;

Liverpool; 134, Duke Street,

Birmingham; 65, New Street.

Parties at the extremity of the globe, by forwarding particulars to the condition of their mouths, with an enclosure of One Guinea, will receive by return that will enable them to take an impression of the mouth so as to enable Messrs G. to forward either a partial or complete set of Teeth.

GABRIEL'S CELEBRATED DENTAL GLOUE for restoring and preserving the Teeth. 10s., 6d., and 2s. per bottle. Patent White Enamel for stopping Front Teeth, warranted never to change color, 5s., 3s., 1s., 10s., per packet; and the Gutter Pouch, 1s. 6d., per box.

GABRIEL'S Practical Treatise on the Teeth which explains the numerous advantages obtainable by their patented method, may be had of their Agents, or will be furnished direct on receipt of Twelve Shillings.

SAUCE—LEA AND PERRINS'

WORCESTERSHIRE SAUCE

Pronounced by Connoisseurs to be the only good Sauce and applicable to every variety of Dish.

Extract of a Letter from a Medical gentleman at Madras to his brother at Worcester, May, 1861.

"Tell LEA and PERRINS that their Sauce is highly esteemed in India, and is, in my opinion, the most palatable as well as the most wholesome Sauce that is made."

CAUTION.

LEA AND PERRINS'

Begin to caution the Public against spurious imitation of their celebrated

WORCESTERSHIRE SAUCE.

L. & P. have discovered that several of the Foreign Markets have been supplied with SPURIOUS IMITATIONS, the labels closely resembling those of the genuine Sauce, and in one or more instances the name of L. and P. forged.

L. & P. will proceed against any one who may manufacture or vend such imitations, and have instructed their correspondents in the various parts of the world, to advise them of any infringement of their rights.

ASK FOR LEA AND PERRINS' SAUCE.

"Send Wholesale and for Export, by the Proprietors, Worcester; Messrs. Cross and Blackwell; Messrs. Barclay and Sons, London; &c., &c.; by A. S. Watson & Co., Hongkong; and by Grocers in all Cities universally."

MACHINERY.

MRA. F. YARROW, Engineer, contracts for all kinds of Machinery, and will furnish prices and full particulars on application.—33, Cornhill, London, E.C.

MISCELLANEOUS.

REDUCTION

in Prices of

VULCANIZED INDIA RUBBER MACHINE BANDS VALVES, WASHERS, HOSE, TUBING, &c.

all kinds of CLOTHING, and every Article made in this Material.

All Goods Warranted.

Eleven Prize Medals have been awarded these goods.

GEORGE P. DODGE.

SOLE CONTRACTOR TO H. M. ADMIRALTY,

BERMONDSEY RUBBER WORKS,

and 79, Upper Thames Street, London.

Houses of some importance wanted to accept con-

sigments.

DINNEFORD'S FLUID MAGNESIA

Is the great Remedy for

ACIDITY OF STOMACH, HEADACHE, HEARTBURN

INDIGESTION, SORE ERUPTION AND

BLADDER AFFECTIONS.

It is the Physician's Cure of

GOUT.

RHEUMATIC GOUT, GRAVEL, and other complaints

of the Bladder, and in the cases of

FEVER AND FEVERISH IRRITABILITY OF SKIN

It produces grateful cooling effects. As a safe and gentle Medicine for Infants, Children, Delicate Females, and for the sickness of Pregnancy. DINNEFORD'S MAGNESIA is indispensable, and when taken with the Acidulated Lemon Syrup forms

A DELIGHTFUL EFFERVESCENT SALINE

AND APERIENT.

Prepared by

DINNEFORD & CO.,

CHEMISTS, LONDON,

And sold by Druggists and Stoepkeepers through-

out the World.

Caution—Ask for DINNEFORD'S MAGNESIA, and

see that DINNEFORD & CO. is on every Bottle and Label.

TUPPER AND COMPANY,

Manufacturers of

GALVANIZED CORRUGATED IRON, IRON ROOFING,

SHEDS, BUILDINGS, CHURCHES, SCHOOLS, &c.,

61, MOORGATE STREET, LONDON, E.C.

FREDERIC ALGAR,

COLONIAL, NEWSPAPER & COMMISSION AGENT,

11 Clement's Lane, Lombard Street,

LONDON.

THE Colonial Press supplied with

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Paper, Correspondent's Letters,

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COLONIAL NEWSPAPERS Received at this Office

are regularly filed for the inspection of

Advertisers and the Public.

MUSICAL INSTRUMENTS TUNED AND

REPAIRED.

INSTRUCTIONS GIVEN ON ANY

INSTRUMENT,

BY

C. WAGNER,

22 Hollywood Road,

Hongkong December 4, 1862.

Shipping in China Waters.

WHAMPOA.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNMENT OR AGENTS	DESTINATION	INTENDED DISPATCH
Caroline	Van Stappen	Pr. br.	180	Sept. 2	5 hours, Hubner & Co	Tientsin	Repairing
Conquistador	W. van der	Pr. br.	608	Feb. 29	Capitan	G. dock	
Falcon	Sullivan	B. sh.	362	Mar. 2	O. Lapraik and Co	Hongkong	
Ganots	Lavignac	Fr. sh.	500	Mar. 2	Renvan Brothers & Co	Hongkong	
Glorious	Japan	Fr. br.	306	Feb. 29	Bourja, Hubner, & Co	Hongkong	
Granville	Surendra	Fr. br.	400	Jan. 22	Solario, and Co	Hongkong	
Kung-Mu	Westcott	B. sh.	190	Jan. 22	Bourja, Hubner, & Co	Hongkong	
Nile	Johnston	B. sh.	633	Oct. 16	P. F. and O. S. N. Co.	Hongkong	
Pakin	Rodrigo	B. sh.	223	Oct. 16	Reynolds and Co	Hongkong	
Rodrigo	Gordio	Sp. bg	260	Feb. 29	Reynolds and Co	Hongkong	
Spoonol	Hutchinson	Am. sh.	184	Sept. 1	For Sale	Tientsin	Laid up
Tientsin	Redesberg	Sp. br.	195	Sept. 1	Adam Scottand Co	Tientsin	Laid up
Timavo	Sandrinelli	A. m. b.	244	Sept. 1	K. and J. Meyer	Tientsin	Laid up
Triton	Horn	Sp. br.	238	Sept. 1	E. Schellhas and Co	Tientsin	Laid up
Vertigore	Hedstrom	B. sh.	910	Mar. 22	C. Livingstone and Co	Tientsin	Laid up
Wartburg	Germir	Pr. br.	303	Jan. 21	C. Schellhas and Co	Tientsin	Laid up

MACAO.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNMENT OR AGENTS	DESTINATION	INTENDED DISPATCH
C. Cavour	Landabjo	It. sh.	1400	Apr. 2	Canevaro and Co	Callao	
Christina	Jensen	Pr. sh.	180	Feb. 29	Oxford and Co	Macao	
Columbo	Stephano	Fr. sh.	180	Feb. 29	Oxford and Co	Macao	
David	Barbeton	Fr. sh.	120	Dec. 5	Order	Macao	
Dolores Ugarte	Olan	Sp. br.	134	Feb. 29	5. de G. and Co	Macao	
Oriental	Villarreal	F. br.	275	Mar. 14	F. A. da Silva	Macao	
R. Prato Longo	Profumo	Sp. br.	890	Feb. 29	P. Araujo	Macao	
Tremelius	Landor	Pr. br.	371	Jan. 21	L. Marquez	Coolies	

AMOY.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNMENT OR AGENTS	DESTINATION	INTENDED DISPATCH
Active	Wessenden	Pr. br.	148	Mar. 2	Pasedag and Co	Amoy	
Man's Pride	W. H. H. H.	Pr. br.	150	Feb. 29	Boyer and Co	Amoy	
Cuba	Hannan	Am. br.	300	Feb. 29	Kielmann and Alich	Amoy	
Jave	Anderson	D. b.	310	Feb. 29	Pasedag and Co	Amoy	
Maria Rosario	Ansolagea	Sp. br.	254	Feb. 29	Brown and Co	Amoy	
Nueva Constancia	Butron	Sp. br.	203	Feb. 29	18. Alowen	Amoy	
Pfeil	Breast	Sp. br.	149	Feb. 29	3. Pasedag and Co	Amoy	
Shootercraft	Ham	B. sh.	284	Feb. 29	24. Order	Amoy	
Smyrna	Delgrave	D. b.	162	Mar. 2	2. Pasedag and Co	Amoy	
Teresse Auguste	Peller	D. b.	162	Mar. 2	9. Order	Amoy	
Victoria I.	Hutchinson	Am. br.	150	Feb. 29	1. Pasedag and Co	Amoy	
Willy	Rohket	Pr. br.	270	Feb. 29	5. Pasedag and Co	Amoy	

FUHCHAU.

SHIP'S NAME	CAPTAIN	FLAG & RIG	TONS	DATE OF ARRIVAL	CONSIGNMENT OR AGENTS	DESTINATION	INTENDED DISPATCH

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